Introduction of Rail Bus

1836. SHRI KAMAL MORARKA: Will the Minister of RAILWAYS be pleased to state:

(i) whether it is a fact that the Research Designs and Standards Organisation of Indian Railways are in the process of developing Rail Bus;

(b) if so, what is the present stage of research;

(c) by when the rail bus is likely to be introduced; and

(d) to what extent rail buses are cost effective as compared to many non-i em anerativ© t/aina presently running?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRIK. C. LANKA); (a) Yes, Sir.

(b) and (c) Procurement action has been initiated for five BG and five MG Rail Buses. The first prototype BG Rail Bus is likely to be supplied by ApttQ, 1994 for oscilation trial and experiments. The Tender for procurement of MG Rail Bus is due for opening in June, 1993.

(d) There are a large number of low density branch lines on which steam.hauled trains ade running with 34 coaches with low occupancy. Rail buses are expected to be a cheaper alternative for this application.

Losses neurred by uneconomic lines In the country

1837. SHRI KAMAL MORARKA:
SHRI >CRISHAN LAL SHARMA:

Will the Minister of RAILWAYS be pleased to refer to answer to Un-starred Question 361 given in the Rajya Sabha on 28th April, 1993 and state:

(a) The number of non-remuera-tive trains operated during the last three years alongwith the losses suffered due to them year-wfise;

(b) what steps are proposed to be taken to reduce the losses;

(c) what are the details thereof; and

(d) the measures Government propose to take to scrap these lines?

THE MINISTER OF STATE IN THE MINISTRY OF RADLWAYS (SHRI K. C. LENKA); (a) Train-wise profitability is not maintained. However, the number of Branch lines found unremunerative during the last three years alongwith the losses suffered thereof yearwise is indicated below:

Year	No. of lines	Losses suffered
1989-90	146	Rs. 106 crore
1990-91	120	Rs. 114 crore
1991-92	116	Rs. 123 crore